

# The China Mail

ESTABLISHED 1845

PRINTED FOR THE PROPRIETOR BY SEE EWE LAY AT THE "LAT PAU" PRESS, NO. 7, CROSS STREET, SINGAPORE.

No. 16,101.

號一十月二十年四十壹百九千壹英

HONGKONG, FRIDAY, DECEMBER 11, 1914.

庚申大歲年三國民華中

PRICE, \$5.00 Per Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd.  
(WINE & SPIRIT MERCHANTS)  
ALEXANDRA BUILDING, HONGKONG.

DR. YAMAZAKI  
SURGEON DENTIST.

HAS RETURNED from JAPAN and  
may be consulted daily at  
34 Queen's Road,  
(Corner of Flower Street).  
Tel. No. 1362.  
Hongkong, December 8, 1914. 1977

## FRENCH GIRL'S DIARY.

British in Armentiers.

Paris, Nov. 2.  
The diary of a young girl, extracts  
of which are published here, gives a  
moving account of the German occupa-  
tion of Armentiers and of the entry of  
the British troops.

The events of which she was the  
horror-stricken spectator are recorded  
from hour to hour—the alarming rum-  
ours which spread through the town  
on the day before the arrival of the  
Germans, the measures of the popula-  
tion, and the hurried departure of all  
men of military age, and at last the entry  
of the enemy, singing the "Wacht am  
Rhein." Then follows a description of  
how they took up quarters in the town,  
of their exactions, and then of the re-  
turn of the Allied troops and the flight  
of the Germans, to the universal joy of  
the inhabitants.

On Saturday, the 17th (runs the  
diary), the little children ran up,  
shouting, "The English! The English!"  
and then what an entry! It will be  
long before it is forgotten. The Eng-  
lish soldiers were literally smothered  
with flowers. Although it was said that  
the Germans had taken everything off  
with them, we still found enough to-  
bacco and cakes to stuff their pockets  
full. They began by killing two picket-  
hauses who had delayed behind the rest,  
and made six others prisoners. The  
whole population flocked to the market  
place. The women wept with joy.  
People crowded round the English, and  
would not take their eyes off them.  
They laughed.

I had promised to kiss the first French  
soldier who came into Armentiers. I  
kept my word. Today I kissed my sol-  
dier. He was a very handsome fellow,  
and quite nice-looking. He was march-  
ing at the head of a strong column of  
English Fusiliers as interpreter. When  
I saw him in the distance I ran to him  
and flung my arms round his neck. He  
was surprised and speechless at first.  
Then he gave me a big kiss on both  
cheeks. The English officer made me  
a fine salute, and said something com-  
plimentary. The soldiers cheered,  
shouting "Hip, hip, hurrah!" I  
laughed and cried by turns, blind to  
everything round me. I have never  
felt so excited.

The girl goes on to describe how the  
town came to life again as if by magic.  
Then the bombardment began, and large  
numbers left. Here the diary stops—  
Brouet's Special Service.

## "HIS CHEERFUL HABIT."

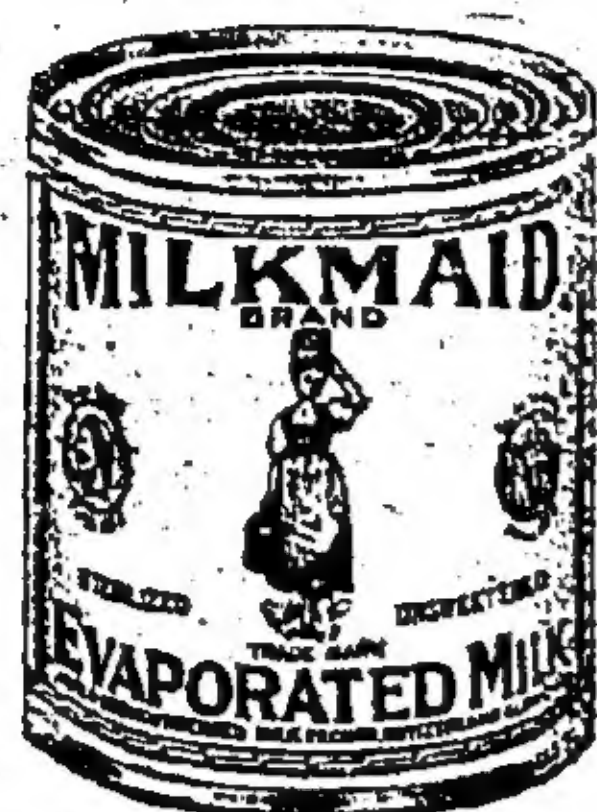
The Home papers contain a letter from  
a British soldier at the front, apropos of  
the only line, from which we reproduce the  
following: "The writer describes the weary,  
arduous fighting in the trenches, and says  
"The Germans were so near that the sound of  
the enemy's arrival with the shell, and there  
was no time to get out of the way. Bang! Bang!  
Smash! and a shower of pellets and earth  
that was I. A horrid unpleasant sound,  
typical of destruction. Yet, if men will  
remain under cover, no harm can befall.  
But they can't. Nothing on earth will  
prevent the British soldier from fighting a  
fight to the death. He has no fear of going round  
to be hit by a bullet for his cigarette. Then  
the sharp-edged cut of him, it is not bravery  
nor any other virtue. It is just his cheer-  
ful habit." It is just this habitual cheerful  
habit that enables the British soldier to  
rise to heights of heroic sacrifice when the  
moment for such a thing comes, and a great demand  
upon his manly virtues.

## THE BEST MEDICINE COUGH.

CHAMBERLAIN'S Cough Remedy is  
the best to take, because it does exactly  
what a cough remedy is supposed to do.  
It stops the cough and cures it quickly and  
effectually. For sale by all Chemists and  
Druggists.

## BUSINESS NOTICES.

MILKMAID  
EVAPORATED MILK



NO SUGAR

CREAMY

NO PRESER-  
VATIVES

CONSISTENCY

(Gold printed label)

UNSWEETENED, FOR TEA, COFFEE, FRUIT &c.  
ON SALE AT ALL STORES.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 11th DECEMBER.

8 A.M. 'KINSHAN.' 8 A.M. 'HEUNGSHAN.'  
5 P.M. 'SUI AN.' 5 P.M. 'FATSHAN.'

SATURDAY, 12th DECEMBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'KINSHAN.'  
5 P.M. 'SUI AN.' 5 P.M. 'FATSHAN.'

Single Fare by Night Steamer ..... \$ 5.00  
Return Fare by Night (available also for Return by day Steamer) 10.00  
Single Fare by Day Steamer ..... 4.00  
Return Fare by Day Steamer ..... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the  
Company's vessels. Passengers arriving by Night Steamers from Canton (due at  
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without  
extra charge. Electric fans and electric light are available all night.

### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAI SHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 1.30 P.M. Sundays, at 7.30 A.M. and 1.30 P.M.

### EXCURSION TO MACAO.

SUNDAY, 13th DECEMBER.

The Company's new Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.  
and return from Macao at 1.30 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street  
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

### CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 658 Tons, and S.S. 'NANSHING,' 656 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the  
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa, by the Company's direct Steamers "LYNNAN" and  
"SANGU." These vessels have superior Cabin accommodation and are lighted  
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

### HONGKONG CLUB.

NOTICE.

THE Position of COMPTROLLER to the  
above CLUB will become VACANT  
shortly. Applications for same should be  
made to the Undersigned.

JAMES ORRICK,  
Secretary.

Hongkong, Nov. 29, 1914. 1246

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARD  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Plg. Iron and  
Foundry Loke Importers. General Store-  
keepers and Shipchandlers. Nos. 35 and  
37, HING LOOKE STREET, (2nd Street), west  
of Central Market. Telephone No. 515.  
Hongkong, September 4, 1912.

If you have lost your appetite, one of  
the big variety of dainty dishes at the  
ALEXANDRA CAFE is sure to tempt  
you.

## CHEN KWONG & Co., Ltd.

GENERAL IMPORT &  
EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Draperies, Groceries,  
Boat and Shoes.  
Makers of Jewellery, Lacquerware,  
Crochery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to  
order by our own tailors.

Large assortment of Chinese Silks and  
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &  
Hongkong to buy Chinese and Foreign  
Goods.

SUP. PAT. POO STREET.

Tel. No. 1408. CANTON and  
Nos. 237, 239, Des Voeux Road  
and No. 121, Cantonment Road Central  
Tel. No. 511. Hongkong.

## BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND  
ENGINEERING CO. OF  
HONGKONG, LTD.  
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railways,  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DUCK 787x83x33 1/2"  
Pumps empty Dock in 2 3/4 hours

THREE PATENT SLIPWAYS (taking vessels up to 3,000 tons displacement)  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Dock ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Joints, etc.

AGENTS FOR:

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR-PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 212.

## MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A  
SPECIALITY.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

## LIPTONS

No. 1 Tea 95 cts. per lb., Fochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa, also Scones, Cakes &c.  
 procurable in Hongkong—to be obtained only at

## THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

## THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART.

MANAGER.

## PEAK HOTEL.

ADAMABLY SITUATED AT VICTORIA, GAR.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
Roof Garden.

Terms—From \$5 per day Max. Telephone Add:—Peakful.

P. O. FEUTYER

Manager.

## GRAND HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most central location, within  
the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine  
under European Supervision. A First Class string Orchestra random selections from  
5.20 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping people.  
For further particulars apply—

Telephone 127. Telegrams—COMFORT.

## BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. each.

In Bags of 25 lbs. each.

Shewan, Tomes & Co

GENERAL MANAGERS

## Cruickshank's Cough Remedy.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND  
ALL DISEASES OF THE CHEST AND LUNGS.

PRICE \$1.00 Per Bottle.

## Martin's Mixture.

A SPECIFIC FOR INFLUENZA, RAY FEVER,  
CO D IN THE HEAD.

PRICE \$1.00 Per Bottle.

## VICTORIA DISPENSARY.

## HONGKONG TURKISH BATH & TOILET CO., LD.

NOW OPEN!

LADIES DAYS MONDAYS AND TUESDAYS

CHARGES—

Turkish Bath ..... \$3  
Electric Bath ..... 3  
Complete Body Massage ..... 3  
Simple Bath ..... 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEERS.  
13 QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SCPIESS, Manager.

## "MUMEYA"

"While-you-wait" Photography  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

"Special terms 30 % reduction for Volunteers  
and all men in uniform."

This offer will be cancelled on and 16th December, 1914.

No. 8, Queen's Road Central.  
TELE. No. 254. 675

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 tons long.

Town Office, 42, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.

Shipyard, Shum-Sai Po, Kowloon, ROSSKONE Telephone No. K. V.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912

CADBURY'S

CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Singapore, Dec. 11, 1914.



## INTIMATIONS

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES,  
etc., etc.,AGENTS FOR  
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, etc., etc., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL  
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1833

MANUFACTURERS OF

## PURE Manila ROPE

STRAND	CABLE LAY	4 STRAND
1" to 1 1/2"	3" to 15"	3" to 10"
1/2" to 1"	1/2" to 1 1/2"	1/2" to 1"

Oil Drilling Cables of any size up to 3,000 feet in length.

Please, Samples and full particulars will be forwarded on application to

Shewan Tomes &amp; Co., General Managers.

Hongkong, April 11, 1914.

THE KAILAN MINING  
ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for  
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND  
HOUSEHOLD PURPOSES.

## KAIPING COKE

Compared with the best quality English Coke for  
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.THE BEST FIREBRICKS  
FIRECLAY,  
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL &amp; CO., LTD., Agents.

A Natural  
RemedyTime was when disease was thought to be due  
to the direct influence of evil spirits, and exorcism  
and magic were invoked to cast it out.Science has taught us wisdom. The evil  
spirits exist still. We call them "Disease  
Germs," and they also must be cast out. Once  
lodged in the stomach or intestines, fever with  
its hallucinations, or biliousness with its aches  
and pains, is the result.ENO'S  
FRUIT SALTis the approved remedy for driving out disease  
germs. Its action is quick and thorough. It  
clears the intestines, rouses the torpid liver to new  
life, stimulates the mucous membrane to a healthy  
action, and cleanses and invigorates the whole  
digestive tract.It may be safely taken at any time by young  
or old.It is very effective in the early stage of Diarrhoea  
by removing the irritating cause.Be prepared for emergencies by always keeping  
a bottle in the house.

Prepared only by

W. S. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, ENGLAND.  
SOLD BY CHEMISTS AND STORES EVERYWHERE.

## INTIMATIONS

MITSU BISHI GOSHI KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MOTABE, YO-  
SEINOTANI, KISHIDAKE, HOJO,  
KANADA, NAKAMURA, NAYO,  
SHINKEI and KAMIMADAI  
Collieries.AGENTS for SAKUKI & OYUBARI  
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Meji, Karatsu,  
Wakamatsu, Otsu, Maroran,  
Hakodate, Kobe, Osaka, Kure,  
Tokyo, Yokohama, Nagoya,  
Tsuruga, Shanghai, Hongkong,  
Hankow, Peking.TEL. ADDRESS for above: "IWASAKI"  
Code:—A1, A125th Ed., Western Union.

## AGENCIES:

CHINKIANG: Messrs. Gering &  
Co.MANILA: Messrs. Macdonald &  
Co.SINGAPORE: Messrs. Borneo Co.  
Ltd.GLASGOW: Messrs. A. R. Brown,  
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

No. 2, PRINCE STREET,  
HONGKONG.

## FOR SALE—CHEAP.

CENTRE-BOARD SAILING BOAT  
"FOAM," 18' x 6', decked; carries  
20 square feet. Good single hander;  
complete with mooring, etc.

Apply "FOAM."

Care of "China Mail" Office

Hongkong, Nov. 18, 1914. 1204

## NOTICE.

WE have on sale a few first class  
English made READY TO WEAR  
Gentlemen's Suits at \$10 each. Also a  
few good English made Overcoats.  
cheap.H. STEPHENS & CO.,  
1622, Queen's Road, Central  
Hongkong, November 21, 1914. 1231

## NOTICE.

MES. RS. SANG LEE & Co., Builders  
and Contractors regret to inform  
their customers that one of their Managing  
Partners, Mr. UTTIN SAM (余田三)  
died on the 1st instant. The business will  
be carried on as usual by the continuing  
Partners, who have authorized Mr. LAU  
LAU (林柳) and Mr. UTTIN SAM (余田三)  
each of them, to sign all letters and  
communications on behalf of the firm.SANG LEE & Co.,  
89, Des Voeux Road, Central,  
(First Floor),  
Hongkong, Dec. 3, 1914. 1254

## DAIRY FARM NEWS.

## HAM &amp; BACON

Absolutely the best in the Colony.

## BREAKFAST BACON

in rashers. 80 cts. per lb.

## MILD CURED

HAM, 85 &amp; 95 cts. per lb.

## YEW LEE &amp; Co.

Ah Cheong and L. Hanson.

STEVEDOR'S, SHIP-CHANDLERS,  
COMPRADORES and COAL MERCHANTS.15, LEE TUNG STREET, WEST.  
Telephone No. 1270.  
Hongkong, Oct. 23, 1914. 1145

## FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

THE ALEXANDRA GAY & Co. cannot be  
responsible for the loss of the French  
Coke, Coal, etc., etc., in the hands of  
the public.Perfectly made from  
the choicest growths of  
Old Virginia TobaccosMADE IN ENGLAND  
W. D. & H. O. WILLSThere are now packed in each tin of Magnum Cigarettes 4 coupons,  
and in return for 100 of these coupons we will send you a GOOSE QUILL  
SILVER CIGARETTE HOLDER enclosed in a neat leather pocket case fitted  
with a spare Goose Quill.

Send coupons to—

W. D. &amp; H. O. WILLS.

BRITISH-AMERICAN TOBACCO Co., Ltd. Hongkong.

## A SOLVENT NATION.

POWER OF SMALL SAVINGS.

Financial View.

(By the Financial Correspondent of  
the "Daily Telegraph.")

Paris, Sunday.

Many believe that of all belligerent  
countries and of these indirectly affected  
by the war France is the most fortunately  
placed from her economic and financial  
situation.Compensated economists and financiers  
in this land have impressed upon me  
the fact that the mode of employment  
of capital here has prepared France  
financially to bear better than others  
the strain of a monetary crisis, as well  
as a formidable pull on national credit,  
necessary consequences of the great struggle  
in which a large part of Europe is  
engaged. It is clear that one of the  
chief factors which has led up to this  
state of affairs is the long matured effect  
of the whole German race to secure  
economic supremacy in the world, or  
fail in the attempt, with all its consequences.The situation in Germany in regard  
to capital is quite different to that of  
France. In Germany capital is mainly  
employed in industrial undertakings of  
all kinds, many of which were lately in  
a state of formation in France. At-  
tracted here by the great resources ready  
to hand in French savings, German  
manufacturers discovered a fertile field  
for the enterprise in hoarded money and  
raw materials. A large majority of  
French private capitalists did not even  
know the exact object for which their  
capital or their mineral and agricultural  
products were required.A large part of the capital of the  
French nation is now in circulation,  
apart from some private hoarding, and  
in consequence thereof large sums are  
available for immediate use. This was  
not the case at the outbreak of hosti-  
lities, for a large part of the capital of  
the nation was in the hands of the  
Government and the utilization of money.  
Hence the Government and extraordinary  
measures which the Government decreed  
under the pressure of panic felt so keenly  
by financiers who found themselves in  
a tight corner. The heroic remedy of  
the moratorium in the form promulgated  
in August last was too dangerous and  
too drastic.These conditions are the explanation  
why France, while possessing such un-  
fathomable resources in ready funds, was  
unable to utilize at once this power in  
money at her disposal. Political in-  
fluences retarded the issue of a State loan  
—an issue which should have been made  
eighteen months earlier—and the delay  
of some time too late to revivify finan-  
cial life in face of the succession of  
budgetary deficits. Notwithstanding the  
blunders of political interference in  
national finance during the past few  
years, there are evident signs that French  
credit will come out of a difficult posi-  
tion with honour and flying colours.These conditions are the explanation  
why France, while possessing such un-  
fathomable resources in ready funds, was  
unable to utilize at once this power in  
money at her disposal. Political in-  
fluences retarded the issue of a State loan  
—an issue which should have been made  
eighteen months earlier—and the delay  
of some time too late to revivify finan-  
cial life in face of the succession of  
budgetary deficits. Notwithstanding the  
blunders of political interference in  
national finance during the past few  
years, there are evident signs that French  
credit will come out of a difficult posi-  
tion with honour and flying colours.The financial power of France lies not  
in the hands of the great stocks of an-  
nuity, nor in the big colonies of com-  
merce. These form only the facade of  
the economic resources of this nation, for  
the inexhaustible treasure-house of France  
is constantly replenished by the savings  
of the people, based on the most pro-  
ductive economy and the most produc-  
tive soil in the world. The steady andcontinuous sale of "National Defence  
Bonds" is a sure sign that the woollen  
sackling is being drawn upon. The  
latest figures show an average influx of  
10,000,000 daily to the Treasury. When  
this great and, perhaps, long war is en-  
d, or near to its close, France will be  
able to issue the necessary loan with  
absolute confidence in the result.I have already sent to you the credits  
required by the Government since the  
war began. Thus, £107,440,000 in  
August, £23,080,000 in September, and  
£35,410,000 in October. It now appears  
that the probable monthly cost for war  
purposes will be less than £20,000,000,  
or slightly less than £20,000,000, or  
£1,200,000 daily.It would be imprudent to discuss the  
issue of a loan at the present moment.  
The Bank of France has duties to the  
State, and the fundamental solidity of  
this establishment is proverbial. The  
limit of the circulation of banknotes  
has been increased to the value of  
£400,000,000 sterling. When called  
upon, the bank made immediately the  
necessary advances to the State. Lastly  
the advance stood at the figure  
£200,000,000, and this sum was instantly  
paid over to the Government. This  
straight-forward transaction is very differ-  
ent to the shifty methods the German  
Government adopted to borrow the first  
millions from the Reichsbank.It cannot be too often repeated that  
the wealth of France rests on the savings  
of the people, and is always ready for  
use. For these reasons the French bank  
note, based on the credit of the country,  
and represented in hard cash and high-  
class securities, has maintained, and will  
retain, its full value. The French bank  
note is in demand abroad, and the able  
Finance Minister, M. Ribot, is well aware  
of this fact, and is acting accordingly.  
The reserve in specie at the bank stands  
at about £178,000,000. Securities, not  
including State paper, but those securi-  
ties under the head of commercial shares  
and bills, represent a value of  
£178,000,000 at the bank, classed for  
private discount.This capital in share certificates and  
bills stood at a much lower figure in the  
portfolio at the Bank of France at the  
end of July, for the total value of this  
class of securities at the bank reached  
only the sum of £90,300,000. Money  
advances to the State amounted recently  
to £30,000,000 and these granted on pre-  
sentation of securities by private persons  
formed a total of £33,240,000. The debit  
account of the Bank of France proved  
that the number of bank notes in cir-  
culation a few days ago equalled the sum  
of £274,160,000, while current accounts  
and deposits gave the figure of  
£29,840,000. These figures and the  
above comments warrant the confidence  
felt here not only in the solvency, but  
in the remarkable financial resources of  
France.

## AMENDMENT OF OFFICERS' PAY.

Under Consideration.

Mr. Asquith announced in the House  
of Commons that a scheme for the  
amendment of officers' pay, drawn up by  
Lord Kitchener, was under consideration.THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3A CURE FOR YOU  
INSIST ON HAVING THERAPION

## Rosenstock's

1915

COMMERCIAL DIRECTORY OF CHINA  
AND MANILAIS NOW BEING COMPILED. INFORMATION PUBLISHED GRATIS.  
NEW FIRMS, SOCIETIES ETC. ARE REQUESTED TO SEND THEIR  
NAMES TO ROSENSTOCK'S DIRECTORY, BOX 330, H.K.

(Outport Firms please note).

HOLLAND'S STAKE IN  
THE WAR.

AN OFFICIAL PRONOUNCEMENT.

A highly important declaration from  
Herr Zimmermann, German Acting Sec-  
retary of State for Foreign Affairs, appears  
in the "Het Volk." After consultation  
with the British section of the International  
Socialist Bureau, M. P. J. Trolldenier, who  
is visiting the European capital, called on  
Herr Zimmermann in Berlin. M. Trolldenier  
had previously seen at The Hague Herr  
Adolf Muller, the German Socialist, who  
assured him Germany had no intention of  
violating Dutch independence and freedom  
of action. Herr Zimmermann was asked  
by M. Trolldenier whether he endorsed Herr  
Muller's statement, and replied:—  
"I can only confirm Herr Muller's  
words. The German Government knows  
the Hollanders. It knows they are a self-  
reliant and, just like my East Frisian  
fellow-countrymen, a wild people. How  
should we begin with them? No serious  
man among us thinks of doing violence to  
the Hollanders in order to annex your  
country to the German Empire. What-  
ever any private person may have said or  
written earlier in regard to this there is  
the most complete unanimity in the Ger-  
man Government with respect to the  
unconditional recognition of Holland's  
independence and integrity. This I can  
assure you, not only personally, but also  
officially.This much concerns political indepen-  
dence, which rightly interests you first.  
Concerning economic relations after the  
war nothing certain can be said at present.  
I should imagine that in connection with  
the war an economic rapprochement would  
develop between various States and that  
Holland itself would deem it in its  
own interest to associate itself therewith.  
But even in such a case anything new  
between us and Holland would only come  
to pass in a friendly manner.The "Telegraph" makes the following  
editorial comment:—  
Herr Zimmermann's statement lacks  
nothing in clearness. It means: "When  
we Germans have won the war we shall be  
so kind as not to touch Holland's political  
independence, but it's all up with its  
economic independence." Naturally, has  
anyone in neutral Holland ever doubted  
it? With Germany a victor, which im-  
plies that England is annihilated at sea—  
"excessus de pot"—our little country will  
be entirely surrounded by the German Em-  
pire. Amsterdam and Rotterdam would with  
competitors like Antwerp, Emden, Bremen,  
Hamburg, be strangled to death, and  
Holland, left politically independent, will  
"ankerkufen" itself, to employ Bismarck's  
expression. Unless it makes itself wholly  
dependent on Germany. Then shall our  
ports grow and flourish and the German  
invasion, at present already so strong in  
Rotterdam, will visibly increase. And  
because a country which is economically  
dependent on another country must drop  
as ripe fruit into the lap of its powerful  
neighbour, our political independence will  
be over as well as has always been foreseen.  
It must be taken for granted, of course,  
that England's naval predominance ceases  
with the war.

## A BRITISH NAVAL SONG.

By MARIE CORRIE.

We sweep the seas!  
Our glorious Flag, unfurl'd  
Even North to South, from East to West,  
Shines o'er the world!  
Our cannon's bellying thunder  
Rings with the roaring waves—  
For Britain's foes wild ocean holds  
Nothing but graves!We sweep the seas!  
On waters far and near  
Our signals flash, and write in fire  
Our meanings clear!  
No other land, no other race  
Can match our British men—  
They've won a thousand fights before,  
They'll win again!We sweep the seas!  
We rule the restless foam—  
We struggle, not for place or pelf,  
We fight for Home!  
Loud let our shout of "Victory!"  
Ring on the favouring breeze—  
Down with the foe ten fathoms deep!  
We sweep the seas!The Man Who  
Gets ThereIs the man who has blood—  
real rich red blood—  
and plenty of it—in his body.WATERBURY'S  
METABOLIZED  
COD LIVER OIL  
COMPOUNDmakes blood—lots of it—life-  
giving, brain-nourishing,  
strength-replenishing blood.

OF ALL CHEMISTS

Prices: 31.25 and 52.25

## INTIMATIONS

## St. John's Cathedral.

## ORGAN RECITAL.

MONDAY,

December 14th

at 5.30 p.m.

COME AND INSPECT OUR  
GRAND BAZAAR OF TOYS

## CHRISTMAS GOODS.

The Cheapest in the Colony.

## GRAER &amp; CO.,

Hongkong Hotel Building, Peddar Street,  
and No. 11A, Caine Road.

1298

## NOTICE.

CHUNG FOOK, Contractor and Care-  
taker for TAIKOO CLUB, covers his  
connection with this Club on 31st  
December, 1914.

J. A. HUNTER,

Hon. Secretary.

Hongkong, December 9, 1914. 1281

NORTH BRITISH & MERCANTILE  
INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

## THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

THE RAILWAY PASSENGERS  
ASSURANCE CO.

## TOTAL FUNDS AS 31st DECEMBER, 1913.

£23,622,185.

I—Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid up Capital £2,437,500

II—Fire Fund £3,889,114

III—Life &amp; Annuity Funds £1,135,160

Sinking Fund Account £8,512

£22,561,268

Revenue Fire Branch £2,667,188

Life &amp; Annuity £1,973,889

Revenue Marine Department £23,892

Other Receipts £20,193

£5,233,112

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE.

WEEK DAYS.  
1.00 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 3.00 a.m. Every 10 minutes.  
3.00 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 6.00 a.m. Every 15 minutes.  
6.00 a.m. to 7.00 a.m. Every 15 minutes.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 a.m. Every 15 minutes.  
12.00 a.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 15 minutes.  
9.00 p.m. to 10.00 p.m. Every 15 minutes.  
10.00 p.m. to 11.00 p.m. Every 15 minutes.  
11.00 p.m. to 12.00 a.m. Every 15 minutes.

## NIGHT CARS.

5.50 p.m. and 9 p.m., 9.30 p.m. to 11.00

p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of

an hour.

## SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.



**Hughes and Hough**  
AUCTIONEERS TO THE GOVERNMENT,  
AND ADMIRALTY.  
General Auctioneers  
AND  
Share, Coal and  
General Brokers.  
PROPRIETORS  
"TO-KWA-WAN"  
COAL STORAGE.

Codes used:  
A.B.C. and 5th Editions.  
All TELEGRAPHIC CODES.  
Telegraphic Address  
METRION HONGKONG.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**SATURDAY,**  
the 12th December, 1914, at 12.15 p.m.,  
at 14, Des Vaux Road, Central,  
First Floor.

**SUNDAY OFFICE FURNITURE,**  
Sundry Office Furniture,  
Coping Press and 2 Typewriters.  
Terms:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 8, 1914. 1276

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**SATURDAY,**  
the 12th December, 1914, at 2.30 p.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

**A NUMBER OF INDIAN AND  
PERSIAN CARPETS AND RUGS**  
YAKI AND SIZES, DESIGNS,  
AND COLOURS.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, December 9, 1914. 1279

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**SATURDAY,**  
the 12th December, 1914, at 2.30 p.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

**A VALUABLE CONSIGNMENT OF  
GOODS,**  
As follows:—  
Savettes, 14 and Fancy Table  
Cloths, Cushion Covers, Afternoon Tea  
Cloths, Sideboard Covers, etc., etc., Men's  
Shirts and Singlets, Silk Handkerchiefs,  
Ties, Socks, etc., Lady's Golf Coats and  
Bath Robes.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, commencing  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, commencing  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, commencing  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**AUCTIONS.**  
**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, at 11 a.m.,  
at Yau Ma Tei.

**FOUR WOODEN LIGHTERS**  
20 to 300 tons capacity each,  
towed by cranes and anchors,  
&c., &c.

A Launch to convey intending Purchasers  
will leave Blake Pier 10.30 a.m.  
Inspection orders will be issued at any  
time.

Terms:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1914.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**WEDNESDAY,**  
the 16th December, 1914, at 11 a.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

**A QUANTITY OF  
VALUABLE GOLD JEWELLERY,**  
Comprising:—  
18 and 14 Kt. Gold Watches, Diamond  
and Sapphire Brooches, Rings, Bangles,  
etc., Gold Chains, Cuff Links, Pins,  
Jade Stone Ornaments, a number of Silver  
Watches, etc., etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1914. 1283

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**WEDNESDAY,**  
the 16th December, 1914, commencing at  
2.30 p.m., at their Sales Rooms,  
No. 8, Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1914. 1283

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**WEDNESDAY,**  
the 16th December, 1914, commencing at  
2.30 p.m., at their Sales Rooms,  
No. 8, Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1914. 1283

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**SATURDAY AND MONDAY,**  
the 19th and 21st December, 1914,  
commencing each day at 2.30 p.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

**A VERY VALUABLE COLLECTION OF  
CHINESE PORCELAINS,**  
Screens, Bronzes, Prints and Engravings,  
Silk Embroideries, Incense Burners,  
Snuff Bottles, Jade Stone Ornaments,  
Old Lacquer Screens, Old  
Bamboo Carvings, &c., &c.,  
including many Rare Specimens of the  
HON. MING, KUNGH, YUNGCHING,  
KIENLONG, KAICHING and TOW  
KWONG Periods.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1914. 1283

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, commencing  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, commencing  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction,  
on

**MONDAY,**  
the 14th December, 1914, commencing  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner  
of Ice House Street.

**A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.,**  
As follows:—  
TEAKWOOD—Drawing Room Suites,  
Bedroom Suite, Dining Room Furniture,  
Armchairs and Sofas, Carpets and Rugs,  
Brass Bedsteads and Brass-mounted  
Bedsteads, Toilet Tables, Wardrobes, Wash-  
stands, etc., Sideboards, Dinner Waggon,  
Extension Dining Tables and Chairs, etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware, Cooking  
Stoves, Cutlery, etc.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 9, 1914. 1279

**Ask for Horlick's.**  
It is well worth trying, and will mean  
good health to you, as Horlick's Malted Milk  
assists Nature in repairing and building up  
wasted tissue.  
It is always acceptable—delicious to the  
taste, and made in a moment—no cooking.

**HORLICK'S  
MALTED  
MILK**  
Of all Chemists and Stores  
in 3 sizes, 1 lb. 2 lb. and 11 lb.  
(in England).

**THE LOSS OF THE  
"ROBILLA."**

The wreck of the Government hospital ship Robilla (which is well-known in Hongkong as a British transport) off Whitty appears to have been attended by very much heavier loss of life than appeared to be the case yesterday, says the "Herald." At midnight the light on the Robilla was extinguished, and the death roll would approach 100. All day yesterday thousands of helpless spectators, standing on the cliffs near the famous abbey, watched the death struggle taking place only a few hundred yards from the shore.

The vessel struck the submerged rocks at 8.50 in the morning during a tremendous gale. A few minutes before that time a sloop on duty on the Whitty Pier Head was astonished to see a large vessel pass silently by within a few feet of the pier. Almost immediately afterwards a consular vessel, the vessel, heeling her port as she skirted the submerged rocks, he tried to attract the vessel's attention. This he was unable to do, and the inevitable happened.

Half-a-mile further on, within a few hundred yards of a curious promontory known as Saltwick Nab, the vessel struck the rocks with a grinding crash. Within a few moments rockets and other signals of distress were sent up from the ship, and these were answered from the coast-guard station on the cliffs, from which the call to rescue was speedily sent forth.

Bound from Queensberry (Lancashire) to France, to bring back wounded, the vessel had between 150 and 200 persons on board, including a medical staff and five nurses. As far as could be seen, the vessel was about 800 yards from the cliff, and at the mercy of a furious sea that pounded her on the rocks. Owing to the violence of the weather and the treacherous nature of the coast, the difficulty of rescue was infinitely increased. It was impossible to launch the larger of the two lifeboats from Whitty harbour, or to drag it under the lee of the cliffs to a less unfavourable position, and all attempts on the part of the Rocket Brigade to establish communication proved fruitless. Not until 8.30 was the first success achieved by the rescuers on shore, and then only at the utmost peril by a brave lifeboat crew.

**FIGHTING FOR LIFE.**  
By this time the ship's bow was broken almost amidships, the stern having been completely severed. Most of the crew and staff were clustered on the higher part of the boat in the vicinity of the bridge, but a dozen men were clinging to the stern, and fighting for life against a terrible onrush of the water.

The heavy seas made it impossible to launch a lifeboat from Whitty harbour, and a cheer went up from the dense crowd on the cliffs when a crowd of men were observed dragging the John Fielden, the smaller of Whitty's two lifeboats, long the beach towards Saltwick Nab. It was arduous work, but the sight out at sea was sufficient to call for the utmost superhuman effort, and at length a favourable place was reached for a launch.

Whilst this was in progress, says the "Herald," a "sloop" from the watchers above drew attention to the fact that one of the Robilla's boats had been successfully launched, and was making for the shore. It was a gallant struggle against the stormy elements, but finally the boat came on. There was a sickening moment as a huge wave caught it, and tossed it completely round, but strong arms triumphed and the boat eventually reached the shore.

In it were the Robilla's second officer and five of the crew, and the rescue of the remainder seemed to be assured, for the boat brought with it a line from the Robilla. To the dismay of all, however, the strain upon the line was so terrific that it snapped before any use could be made of it.

All the women saved, it remained, therefore, for the crew of the John Fielden to see what they could accomplish, and the lifeboat at once put to sea. After the most strenuous efforts the Robilla was reached, and by clever seamanship, Cornwall Langlands was able to take off seventeen of the survivors. These included the whole of the women on board—five in all—four of whom are nurses and one a stewardess. The boat made a safe return with its precious load, and once again the lifeboatmen returned to the fray. The second venture was equally successful, eighteen of the Robilla's crew and staff being taken off.

Then for a second time the heroic efforts of the rescuers received a cruel setback. The latter the lifeboat had received in its double journey, and the rocky landing, combined to make the crew unwelcome, and it would have been foolhardy to launch it upon a third trip.

Prompt steps were taken to put the rocket apparatus into operation from the tip of the pier, and rocket after rocket was despatched, but the gale swept almost every line aside, the rockets, with few exceptions, falling short of their objective. One of two of them did carry the line across the ship, and it was caught at last by a member of the crew, who was observed to be making frantic efforts to make it fast. Although continually swept by heavy breakers, he stuck doggedly to his task, until one huge wave undermined his foothold, and swept him into the raging sea. A deep cry of horror went up from the spectators ashore, but the man had a life-line fastened round his waist, and he was pulled on board the Robilla again.

It then became obvious that the line had fouled the rocks and was useless. It was impossible to use the Robert and Mary Ellis, Whitty's chief lifeboat, because too heavy to take overboard, and the heavy seas at the harbour mouth could not be made to. Ward was, therefore, sent to Unging for the lifeboat to be despatched.

**LIFEBOAT LOWERED DOWN THE CLIFF.**  
It was clear that the Robilla was slowly breaking up, and about ten o'clock the stern, to which a number of men were still clinging, was completely overwhelmed by an unusually large wave. When the smother of foam had passed by, the spectators saw that this part of the ship had turned turtle, and there was not the slightest trace of its former occupants. The bows were also settling down and giving every indication of an early breakup. About an hour later the funnel fell away to seaward, and, after battering against the side of the ship for some time, sank out of sight.

All left on board alive were now clustered on the bridge, the superstructure of the ship being alone above water. The bows had also broken away, leaving the central part of the boat standing like a small island in an angry sea, and it was continually deluged by the waves.

Presently, the Uprising lifeboat arrived. It was hauled to within about one-and-a-half miles from the north of Whitty, and there six horses having been attached to it, it was dragged through the tower over the bridge which spans the harbour, and up to the East Cliff.

Then came the problem of getting it to the beach, some 250 feet below. The boat was dragged to the edge of the cliff, and heavy ropes were attached to it. Long lines of men hung on to these, and the boat was lowered bodily down the almost perpendicular cliff. But, having got the boat safely beached, it was deemed impossible to launch her. For this time being the rough sea, together with the rocky and dangerous nature of the coast, compelled the lifeboatmen, however willing they might have been to risk their lives in another attempt to reach the ship, to stand idly by.

**TALK OF TWO MEN.**  
All through the afternoon the broken and broken vessel was watched with breathless interest by thousands of people from the cliff top. Still the little silent crowd along desperately to the bridge amidships.

At least two of the men, strong and valiant swimmers, determined to reach the shore by their own resources. Almost naked, but wearing life-saving jackets, they plunged boldly into the breakers, and then began an unequal contest with the elements. Tossed this way and that, now on the crest of a large wave, now flung into an abyss of water, they struggled bravely on, their progress watched with frantic excitement by those on shore.

At last, with almost the last breath beaten out of their bodies, the pair were flung contemptuously towards the foot of the cliffs by the violent currents, and rescuers dashed into the water, almost up to their necks, gripped them surely before they could be whirled away again, and brought them safely to land. Vigorous rubbing, warm clothing, and copious draughts of warm tea soon brought partial recovery.

As the hours wore on, it became increasingly manifest that the wreck was settling down. Her bottom was gone, and the list was more and more to port away from the shore at such an angle that it was amazing how the men on board kept their footing and saved themselves from slipping into the sea.

Towards five o'clock darkness began to fall, and the wreck took on the appearance of a small, dimly compressed mass, in the centre of which a small yellow light shone with a wan and weird effect. In the midst of all, the indefatigable captain had preserved an oil lantern, with which he still managed to signal ashore by dot and dash.

MESSAGE FROM THE CAPTAIN.  
There was a lull in the storm with the ebbing of the tide, about 8 o'clock, but still it was deemed too hazardous to attempt to reach the wreck by lifeboat. Indeed the attempt was not made, but ever and anon from the promontory, which jutted out to within half a mile of the ship, rockets were sent up in the hope that a life line might be thrown across the rigging. There was the same melancholy failure, however, at each attempt.

Shortly after eight o'clock it was reported that the consular vessel had signalled the message to the ship: "Try and reach shore by raft," to which came the laconic but tragic reply from the captain: "No, thanks, I prefer to wait until morning."

With the ebb of the tide, stretcher parties with ghastly lanterns carried out a melancholy task, crawling painfully at the foot of the cliff, searching for bodies washed ashore. At midnight the light on board the hospital ship was still burning dimly, and the crowded bridge could faintly be discerned. The seas were not so high as they had been, but the lifeboat crew dared not go out, their chief fear being the danger of the jagged submerged rocks beneath the long larch of the stern. It was feared that many on the ship must have died already from exposure and exhaustion. Rockets were being fired still, with the same negative results, and out at sea, two or three ships were flashing signals to the coastguard station on the cliff. A tugboat had in tow the St. Nicholas lifeboat, but she could not move to approach from the seaward side. Signals were flashed to the men on the ship to "risk it"—that is, swim ashore, but this they declined to do.

**RESCUE STORY.**  
A Newcastle correspondent says that Mr. McLean, of Newcastle, has received word of the safety of his brother, Dr. John McLean, who was on board the Robilla. The majority of those rescued yesterday were seamen and firemen of the Merchant Service. One of them was an old man of 70, who had sailed the seas for 55 years, and this was his first experience of a shipwreck. Of the five women rescued, four were nurses, and the other the ship's stewardess. Among the survivors was one who said to our interviewer: "She was as fine a vessel as ever sailed, yet in so short a time she was broken to break up like matchwood. All the electric lights went out, and all we could do was to wait shivering on the deck for orders."

"It was not until daylight came that we could do anything. Then the captain asked for volunteers to take the only remaining boat—for all the others had been smashed away—and now ashore with a line. A lot of us volunteered, and five of us were sent with the second boat. What a journey it was! We had hardly got ashore when one of our number was crushed."

"It seems a miracle that we got ashore. We lost the line when a big wave came and nearly swamped us. It was a wonder that the boat righted herself, and when she did she was half filled with water. Close in we were fairly upset, and it was only with the assistance of the people on shore that we were able to scramble to safety through the water, which was breast-high."

**JUDGES' SONS AT THE WAR.**  
Mr. Justice Darling recently mentioned in the hearing of a criminal case at assizes that he has a son fighting. In this respect he is equalled by some of his brother judges.

Mr. Gerald Rufus Leveson, son of the Lord Chief Justice, is a second lieutenant in the 1st of the Buffs, and is now at Berrington Camp with his corps. Mr. Justice Ridley has a son in the Guards who has been wounded at the front. Mr. Justice Scrutton has two sons who have already been mentioned in despatches by General French. Mr. Justice Bailhache's son is serving with the Public Schools Corps. Mr. Justice Bray's son Edmund is a captain in the Surrey Regiment, and his second son, Jocelyn, went through the Boer War, where he was taken prisoner.

Lord Coleridge (Mr. Justice Coleridge) has a son fighting. Mr. Justice Joyce's son-in-law, son of Lord Parmoor (formerly Sir Alfred Cripps), who is in the 5th Hussars, is also on active service.

**LOSING WEIGHT BY THE POUND**  
"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

**WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND**  
Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS  
Phone 6125 and 6126.

**GERMANY'S MOTOR FUEL.**  
CAN THE SUPPLIES BE CUT OFF?

Although America is a correspondent of the "Manchester Guardian" this is the first big war in which the motor vehicle has figured largely. It is quite clear that it is of the utmost value to all the armies engaged. The intelligent who were deprived of his motor vehicle would be very hard hit. Hence could be said, but of course, would be used instead, but the devices of efficiency and security in all transport columns would fall materially, even if the pace could be continuously maintained at motor-vehicle level by the number of horses available. Germany, we know, is doing all she can to get horses from beyond her borders, and that she has already secured a considerable number is not doubted. But will there be any need for her to replace her existing motor vehicles by horses?

**GERMANY'S PETROL CONSUMPTION.**  
Germany ordinarily uses about 50,000,000 gallons of motor spirit per annum. What relation her war consumption bears to this we do not know, but perhaps it would be unsafe to reckon on it being much below the ordinary rate. She has a tremendous number of cars of one sort and another in the field, and most of them are working long hours under conditions that do not make for economy of fuel.

Germany's sources for her yearly consumption are these:—  
(1) Petrol from America; (2) petrol from Galicia, Rumania, and other minor petroleum districts; (3) petrol from the insignificant wells within German territory; (4) benzol from German coke ovens; (5) benzol from Great Britain and elsewhere; and (6) alcohol distilled in her own territory.

The present use of alcohol for motor-cars is insignificant, the quantity of benzol used is greater, but the vast bulk of her motor spirit is the American petrol, which Galicia and other European petrol as a good second and equal perhaps to a quarter of the whole. The European petrol supply, if not already cut off, is, by all accounts, exceedingly attenuated and precarious. There is, however, no reason to comfort ourselves that this is the case with her American supplies also. She cannot get petrol direct from America unless there is some marvellous running of the gauntlet of our navy by oil vessels making for German ports with or without forged papers. But petrol can go freely from America to, say, Denmark, and could be smuggled over the border into Germany despite the best intentions of the Danish Government. No one desires to accuse Denmark or any other neutral of permitting this traffic, but the imports of petrol into Scandinavia, and particularly into Copenhagen, tell their own tale.

**SWOLLEN DANISH IMPORTS.**  
Ship after ship has left America during the last few weeks with motor spirit for Copenhagen, many of them of a size to carry some 10,000 barrels, or 40,000 gallons each, while one of the vessels which we have just stopped, the John D. Rockefeller, was carrying over three million gallons, of what is variously described as "lamp oil," and "petrol" to Copenhagen.

Denmark accounts for her increased imports of grain by the closing of some of her regular routes of supply. How does she account for her increase of American petrol imports? Neglecting the doubtful case of the John D. Rockefeller, which anyhow has not got through, Denmark, instead of taking 10 or 17 thousand gallons, as for the corresponding portion of last year, is stated on good authority to have absorbed already over a million gallons. It is true that if all of this went to Germany it would only be some 2 per cent. of her requirements, but it would be enough to run her heaviest siege trains, and that probably is her main concern.

**DENMARK.**  
For further supplies of motor fuel Germany will turn to benzol. It is as good as petrol, and she makes it herself, both for various industrial purposes and for motor fuel. This has been a growing industry in Germany, and she may surprise us by a further sudden expansion of the "Benzol" industry, converting her coal into oil. In England only about one-third of such ovens are adapted for benzol recovery; in Germany every oven is. In 1907 she only produced rather less than two million gallons of benzol and bought about a million and a half more. By 1911 her

production had risen to over six million gallons, and she only took 140,000 from us.

Even in the 1911 figures have not been improved upon Germany cannot start for motor fuel while her coke ovens are working. To keep them working, however, entails a supply of coal, and we do not know what her stocks of her present output are. It needs 17 tons of coal to produce a gallon of benzol, or eight million tons a month to maintain the normal benzol supply (on the 1911 figures). With her men mostly fighting and her ports closed she can find the coal and the labour? Probably not. But if she was preparing for war as long ago as most people think she doubtless laid in stocks of both coal and benzol. In 1912 the German Government ordered a plant capable of producing 6,000,000 gallons of benzol per annum, and three months ago they prohibited the export of benzol to France. It is unlikely, therefore, that Germany neglected to stock benzol for the coal to make it as one of the staples of the war that was to be.

**ALCOHOL.**  
There is still another trust between Germany and a real motor-fuel—alcohol. It is more difficult to adapt motor engines to use alcohol than benzol, and the result is not so good. But alcohol is plentiful, and mixed with some quantity of benzol it can be used in existing motor-car engines with results that are passable, and certainly infinitely better than having no motors at all. The German yearly production of alcohol is probably at least 100 million gallons, and for industrial purposes—lamps, motor-engines, agricultural engines, etc.—it is sold at prices ranging from 1s. to 2s. a gallon. The lower figure is, no doubt, below cost price.

**HOTELS**  
**KINGSLERE HOTEL**  
"HONGKONG."  
UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.  
Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.  
Telephones in Bedrooms and Sitting-rooms throughout.  
Telephone No. 1123.  
Cable Address: "Schools."  
A.B.C. Code 5th Ed.  
Hongkong, September 1, 1905. 1280

**KING EDWARD HOTEL**  
Central Location.  
ALL Electric Traction Pass Entrance, Electric Lifts, Fans and Lighting, European Bakers and Sanitary Fittings, Hot and Cold Water System throughout.  
Best of Food and Service.  
Telephone 313.  
TELEGRAPHIC ADDRESS  
"VICTORIA." FRANK L. COOKE, Manager.

**EUROPEAN AGENCY.**  
WHOLESALE buying agencies undertaken for all British and Continental goods, including:  
Books and Stationery,  
Books, Shoes and Leather,  
Chemicals and Druggists' Sundries,  
China, Earthenware and Glassware,  
Cycles, Motor Cars and Accessories,  
Fancy Goods and Millinery and Fico Goods,  
Fragrances and Perfumery,  
Hardware, Machinery and Metals,  
Jewellery, Plate and Watches,  
Photographic and Optical Goods,  
Provisions and Oilmen's Stores,  
etc., etc.  
Commission 2 1/2 to







## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE PROGRESS OF  
THE WAR.LATEST NEWS FROM FRANCE  
AND BELGIUM.FURTHER DETAILS OF THE  
BRITISH NAVAL VICTORY.SERBIANS CAPTURE 20,000 AUSTRO-HUNGARIAN  
TROOPS.

## THE FIGHTING IN FRANCE AND BELGIUM.

## Artillery Duels Much in Evidence.

LONDON, Dec. 9, 5 p.m.

Today's Paris communique says:—  
There have been artillery duels from the North Sea to the Vosges.  
There is nothing to report from the region of Arras, to the south of which all positions won by us during the last few days have been organised and strengthened.

There was an artillery duel in the district of the Aisne, in which we had the advantage.

We enjoyed appreciable gains in the region of Argonne, owing to the activity of our artillery and infantry. Several German trenches were carried.

We progressed all along the front, except at one point, where the Germans mined one of our trenches.

Our artillery on the heights of the Meuse established complete mastery. Here also we captured several of the enemy's trenches. We progressed everywhere.

We also progressed in the wood at Le Pretre.

The enemy's attacks in the Vosges were repulsed. The enemy did not attempt seriously to attack the positions captured by us recently.

There have been obstinate German attacks against the Hottel-Lowicz-Strykoff-Lodz front (in Poland) and on the line stretching north and south and sixteen kilometres westward of Piotrkow. These attacks have been repulsed. Nevertheless, as Lodz formed a salient point the Russians judged it necessary to evacuate it.

The Austrians appear to have received German reinforcements southward of Cracow and resumed the offensive at Neisiedl.

The Serbians are progressing up the valleys of Western Moravia and on the left bank of the Lig. They occupied the Leljen heights, capturing many prisoners and guns, and they are in contact with the Austrians in the region of Kosmaj.

LONDON, Dec. 10, 2.30 a.m.

The Paris evening official announcement says:—  
There is nothing to report except the advance of our troops in front of Parvilliers and that a German attack at Trasy-le-Val has been repulsed.

Havas Telegram, Dec. 9, 12 p.m.

M. Poincare, the President, and M. Viviani, the Premier, returned to Paris yesterday.

Even the sea to the Ly's it was mostly artillery fighting.

The positions we previously gained in the Arras region were strengthened.

In the Aisne region there was artillery fighting, in which we had the advantage.

We progressed notably in all the Argonne region, where French troops carried several German trenches, except at one point where the Germans blew up one of our trenches.

French troops progressed in the heights of the Meuse, checking the enemy's artillery.

We repulsed several attacks to the north-west of Senones.

The Germans are in occupation of Lodz.

The Russians have increased their advantage south-east of Cracow.

LONDON, Dec. 10, 4.50 p.m.

A Paris communique states that Belgium is quiet, also Arras, where the enemy has not attempted to resume the offensive.

We progressed in the districts of Quency and Andecy over distances varying 200 and 600 metres.

Our gains have been maintained and consolidated.

No change in the Aisne and Champagne districts.

The enemy's artillery, over which we had the advantage on previous days, displayed more activity, but was again mastered by our heavy guns.

These forced the Germans to evacuate several trenches at Rhims, the evacuation being carried out under the fire of our infantry.

The enemy made two counter-attacks in the region of Perthes, attempting to re-take the lost trenches. They were repulsed.

Our progress has been continued throughout Argonne.

We carried more trenches and repulsed with complete success six counter-attacks.

We also consolidated the ground seized from the enemy.

There have been artillery duels on the heights of the Meuse, in which we had marked advantage.

Despite renewed activity of the enemy's batteries, we captured more trenches at Bois la Petre.

There is nothing to report from the rest of the front.

## THE SINKING OF THE SCHARNHORST, GNEISENAU AND LEIPZIG.

## Further Details.

LONDON, Dec. 9, 9.10 p.m.

The Official Press Bureau announces that a British Squadron under the command of Vice-Admiral Sir Frederick Sturdee, has sunk the German cruisers Scharnhorst, Gneisenau and Leipzig in a naval action near the Falkland Islands.

The British casualties were very few.

The action took place at 7.30 on the morning of Tuesday, the 8th instant.

The German cruisers Nurnberg and Dresden made off, but are being pursued.

Two colliers accompanying the German squadron were captured.

Some survivors of the Leipzig and the Gneisenau were rescued.

## BY TELEGRAPH.

## The Admiralty's Report.

(British Foreign Office Telegram.)

The Admiralty announce that at 7 a.m. on the 8th of December the Scharnhorst, Gneisenau, Nurnberg, Leipzig and Dresden were sighted near the Falkland Islands by a British squadron under Vice-Admiral Sir Frederick Sturdee.

An action followed in the course of which the Scharnhorst, flying the flag of Admiral Graf von Spee, the Gneisenau and the Leipzig were sunk.

The Dresden and the Nurnberg made off during the action and are being pursued. Two colliers were also captured. British casualties very few in number. Some survivors have been rescued from Gneisenau and Leipzig.

## THE REBELS CRUSHED IN SOUTH AFRICA.

Despatches from South Africa show the results of the operations in the Free State directed by General Botha. As yet 920 rebels have been captured, although the Government movements were hampered by thick fog and heavy rain. The spirit of the rebels is crushed, and General Botha has left to take charge of operations against German South-West Africa.

## SERBIANS ROUT TWO AUSTRIAN ARMY CORPS.

Make 20,000 Prisoners.

LONDON, Dec. 9.

A Serbian communique announces that two Austrian Army Corps have been routed. They fled in panic. The Serbians captured 20,000 prisoners, fifty guns, and an enormous quantity of munitions. They also recaptured the towns of Valjevo and Uzice.

## A TRAITOR SENTENCED TO DEATH.

LONDON, Dec. 9, 6.15 p.m.

A man named Ahlers, who acted as German Consul in Sunderland and who is a naturalised Englishman, has been sentenced to death for high treason.

The charge against him was that of having assisted German refugees to return to Germany at the outbreak of the war.

## KAISER STILL INDISPOSED.

LONDON, Dec. 9.

The Kaiser is still abed to-day, but listened to a report on the military situation.

## JAPAN AND KIAOCHAU.

LONDON, Dec. 9.

Reuter's Tokio correspondent telegraphs that Baron Kato, Minister of Foreign Affairs, replying to a question in the Diet, explained that when Japan in her ultimatum to Germany spoke of restoring Kiaochow to China she did so in order to secure the peace of the Orient.

## THE VICTORIA CROSS FOR INDIAN SOLDIERS.

The Victoria Cross has been awarded to two Indian soldiers.

## MORE BOMBS FOR GERMAN HANGARS.

LONDON, Dec. 9.

It is reported that French aviators have dropped bombs on airship sheds at Freiburg, Alsace.

## SWEDISH SHIPS BLOWN UP BY GERMAN MINES.

Three Swedish ships have been blown up by German mines off the coast of Finland.

## THE STRUGGLE IN POLAND.

Stubborn Fighting Near Cracow.

LONDON, Dec. 10, 4.05 a.m.

An official announcement at Petrograd states:—  
The fighting in the Mlava region on the 8th inst. was less stubborn. The enemy on the left bank of the Vistula repeatedly attacked along the whole front from Hoff to Glore under cover of darkness. The dense masses of the enemy were lit up by the searchlights of the Russians, who decimated them as they advanced. The enemy's attacks ceased at moonrise.

Desperate fighting was renewed on the 9th on the front from Lowicz to Hoff, but the enemy was unsuccessful.

There is no change in the Piotrkow region.

Stubborn fighting continues south of Cracow, both sides alternately attacking. Two German attempts to break the Russian line have been repulsed with heavy loss.

## BRITISH PERSIAN GULF EXPEDITION.

A "Smart Little Affair."

LONDON, Dec. 9.

The Press Bureau announces that the Persian Gulf Expedition, with a Naval force on armed steamers, attacked the enemy on the 5th instant on the left bank of the Tigris, opposite Kurna, at the junction of the Euphrates, driving them across the river with heavy loss, and capturing two guns and seventy prisoners.

There were four British and eight Indian casualties.

Two steamers were hit by shells.

On the 7th inst., Wazera, opposite Kurna, was taken and three guns were captured.

On the 8th inst., two Indian regiments with two mountain guns crossed the Tigris by a flying bridge of bows, northward of Kurna, which was occupied this morning.

The late Governor of Basra, commanding the Turkish forces, surrendered unconditionally with his troops.

The casualties were four British and 160 Indians.

This smart little affair secured complete control of the region from Kurna to the sea, which is the richest part of the fertile delta.

## THE LATE EARL ROBERTS.

Witnessed Defeat of Prussian Guards.

## LAST WORDS TO THE TROOPS.

A despatch from Delhi, dated November 18, states:—

Two days before his death Lord Roberts paid a visit to the Indian troops at the front and the following account from a responsible quarter has been communicated to the Viceroy by the Secretary of State:—

After a night of heavy rain and wind, the morning broke cold and clear and Lord Roberts arrived at the corps headquarters in brilliant sunshine. He was welcomed by Lieut-General Sir James Willocks, and he inspected a guard of honour of British and Indian troops drawn up to receive him.

The Field-Marshal then went to the divisional headquarters and that of the cavalry. At each he met from each unit were drawn up for inspection. The Field-Marshal passed here and there with a kindly question in Hindustani, which was kindly appreciated by those who had the honour to represent their corps.

Lord Roberts conversed a few minutes with the Field-Marshal Sir Evelyn Wood, and he returned to his billet with a warm and encouraging message to the officers.

the Field-Marshal, as Colonel-in-Chief, bade them remember that the Indian force was the first Imperial contribution to the Empire's field army. They would soon be joined by an Australian contingent, a Canadian contingent, and a New Zealand contingent, all determined to bring the struggle against a powerful and relentless enemy to the only possible conclusion. He left amid cheers from each headquarters.

News of his visit and his constant interest and sympathy will encourage and inspire the force in the task before them.

DIED ON THE BATTLEFIELD.

The "Pioneer's" correspondent in London cabled on November 18 that Lord Roberts arrived at Bonanza and went direct to the Indian Army Corps, where an inspection of the most imposing kind was held. Amid an enthusiastic welcome, Lord Roberts arrived on the ground in time to participate in the victory of General Wood's corps over the Prussian Guards, which was decisive and revealed to us that the best German troops were still in the west and are coming on after winter and that no great withdrawal had yet taken place.

Lord Roberts was taken to the hospital in a motor car, and was, it is reported, in a village, Friday night, symptoms of pneumonia appeared. His age prevented recovery. He died with the knowledge that he had watched the capture of a division of the enemy, a great success. Some of his old friends were with him at the end and he seemed happy and died in the field, just behind the lines, in action.

What was probably Lord Roberts' last public utterance, was the telegram read at the recruiting depot at Hallowell on November 14, in which he said: "I am glad that the staff of the Hull Coal and Shipping Exchange are doing their duty to their King and country. I am proud to have my name in the regiment of which I am an honorary Colonel."

## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## BRITISH COLONIAL APPOINTMENTS.

LONDON, Dec. 9.

Mr. H. A. Byatt, O.M.G., Colonial Secretary of Gibraltar, has been appointed Chief Secretary of Malta.

Mr. W. C. F. Robertson, Assistant Secretary of the Gold Coast, has been appointed to succeed Mr. Byatt at Gibraltar.

## THE RUSSIAN SPIRIT MONOPOLY.

The Decrease in Receipts.

LONDON, Dec. 9.

It is reported from Petrograd that the receipts from the spirit monopoly in September amounted to £170,414, showing a decrease of £7,659,643 as compared with the receipts for the month of August.

[The decrease is, of course, attributable to the "Temperance Edict" recently promulgated by the Tsar.—Ed.]

## LIFE IN BRUSSELS.

Preparations for German Retreat.

THE CHANCELLOR'S VISIT.

IN BELGIUM, Nov. 1.

Further details as to the state of affairs in Brussels indicate that the Germans are making it more and more difficult every day for people to leave the city, their evident intention in this being to keep the roads free from traffic. This applies especially to the road leading in from Ghent, which is kept as clear as possible to ensure a rapid passage for their troops in case the latter have to retreat from the west.

All preparations are apparently being made for such a contingency, and it is significant that no traffic at all is allowed to circulate on the high road leading from Brussels to Namur.

The garrison of the city has been greatly reduced by the demands made upon it to feed the eastern line of communication. It is at present composed of about 2,000 men, mostly Marines and Landsturm. Their main duty is to guard the various hotels where the staff officers made their headquarters, and to afford protection to the huge stores of wounded in the town. Every available building has been requisitioned for this purpose, and the influx of wounded has been so great within the last week that they are now being sent directly through to Germany by rail. During forty-eight hours of last week fifty trains of forty coaches each passed through coming from Ghent with their load of wounded soldiers. The suffering caused by this congestion of base hospitals is terrible, and it is reported that many men die of their wounds from lack of proper hospital attention and care. The continual stream of wounded, passing through has had a depressing effect on the minds of the garrison, and despite the reassuring news of German victories which are in the "Field Gazette," the men are in a decided state of nervousness and gloom.

The great problem which presents itself at the moment to the civil authorities is the question of food supplies. Meat, vegetables, and dairy produce are still available. There is, however, a dearth in the supply of bread, and people in easy circumstances of life are only able to buy half a loaf at a time. The German authorities do not seem to occupy themselves with the question of the town's food supplies. On the contrary, whatever food they can lay hands on is promptly sent to Germany to relieve the enormous demands made on the empire's stores.

## "AN ANNEXED PROVINCE."

Belgium being now, according to German newspapers an annexed province, and Brussels and the eastern province being virtually, for the moment, German territory, the invaders have taken over the full administrative control of public affairs. The post-office service is in full force in the city, every morning German military postmen delivering letters at the private houses. It is possible to post letters to Antwerp, Liege, and Charleroi, or, indeed, to any town within the bounds of the invaders' first occupation. The constant state of active warfare prevailing in the western provinces precludes the control of affairs being possible in those parts. The wire is open between Brussels and Berlin, and civilians are allowed the use of it at the ordinary rates.

The railways also are in partial working order. Civilians are allowed on military trains, but, as the fares demanded are excessively high, very few people take advantage of this facility.

This attempted resumption of commercial activity was the outcome of the visit of the Chancellor, Herr von Bothmann-Hollweg, and the Imperial Postmaster-General to Brussels. Subsequently to this visit the German authorities requested the members of the Town Council to elect a successor to Mr. Max, the splendid burgomaster, who is at present interned in a German fortress. Despite the considerable pressure which was brought to bear on the Council by the authorities to make them elect a successor, they absolutely refused to do so, and much to everyone's surprise, the Germans have left the matter in abeyance. "Daily Telegraph."

## VICTORIA THEATRE

TO-NIGHT, 11th DECEMBER

AND

For a Few Nights Only

The Great Sensational  
Dramatic Film

THE

USURER'S SON

4000 feet long. in 3 parts

WHICH CAUSED A GREAT SENSATION IN LONDON  
A FEW MONTHS AGO.

ALSO

The Magnificent Picture

in 2 parts

THE OLD COLONEL'S GRATITUDE

Saturday, 12th Dec.

Special Engagement of the Famous Artists  
Bert Flatt and Flo Brooks

## BRITISH

TOYS By  
WORKMEN  
MADE IN THE  
ISLESTHE MOST POPULAR  
TOYS FOR BOYS

SOLDIER SETS

CONSISTING OF

CAP, COAT, FRONT, CUFF,

STURD, POUCH

PRICES

\$3.50 \$5.50 \$7.00

Per Set.



## TOY SOLDIERS

REPRESENTING TYPES OF THE BRITISH AND INDIAN  
ARMIES INCLUDING INFANTRY, CAVALRY, MOUNTAIN AND  
FIELD ARTILLERY, R. A. M. C., ENCAMPMENTS, NAVAL  
PARTIES, ETC.

PRICES Range From 45 cts. To \$6.50 Per Box.

WHITEWAY, LAIDLAW &amp; Co. Ltd

20 DEER VENT ROAD.

## The Wonder

## Water of

## Japan

The Rising Generation

should be protected against the  
dangers of ordinary Drinking Water  
out here.

Give the Children

WILKINSON'S TANSAN

Such Drinks As

TANSAN LEMONADE

TANSAN SASSAPARILLA

TANSAN GINGER ALE

TANSAN TONIC

The Absolute Purity of

Tansan is the

Safeguard.

SOLE AGENTS

GANDE, PRICE &amp; Co. Ltd.

Wine Merchants

6, Queen's Road Central,

HONGKONG

TEL. No. 1185-1186

Cable Address: GANDE &amp; PRICE







SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TRADING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO HONGKONG AND NEW YORK

Connecting Steamer	STEAMERS to COLOMBO	Leave SHANG- HAI.	Leave HONG- KONG	Connecting Steamers from COLOMBO to MANILA and LONDON	Due at MANILA	Due at PLYMOUTH (London 1 day later)
D.W. Thurs.			noon		Friday	Thursday
Nov. 9	NUBIA .....	Nov. 18	Nov. 20	MEDINA .....	Dec. 18	Dec. 24
	ORIENTAL .....	Dec. 3	Dec. 6	MONGOLIA .....	Jan. 1	Jan. 7
Dec. 7	MALTA .....	Dec. 14	Dec. 18	MALWA .....	Jan. 15	Jan. 21
Dec. 20	NAGOYA .....	Dec. 28	Jan. 1	MOOREA .....	Jan. 29	Feb. 4
	ARCADIA .....	Jan. 12	Jan. 16	MALOJA .....	Feb. 13	Feb. 18



## KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

O C T									
Kowloon	6.50	7.45	9.40	11.35	2.00	3.00	6.15	7.20	
Shing Mun	6.54	7.49	9.44	11.39	2.04	3.04	6.19	7.24	
Tan Ma Ti	6.59	7.53	9.50	11.36	2.06	3.06	6.22	7.27	
Sha Tin	7.10	8.05	10.02	11.43	2.20	3.20	6.33		
Tai Po	7.23	8.18	10.22	12.05	2.33	3.33	6.46	8.01	
Tai Po Market	7.27	8.22	10.27	12.08	2.37	3.37	6.50		
Fan Ling	7.38	8.33	10.37	12.19	2.48	3.48	6.58	8.14	
Shing Mun	7.39	8.34	10.39	12.22	2.50	3.50	6.01	8.18	
Sha Tin	7.44	8.39	10.43	12.30	2.54	3.54	6.06	8.24	
Canton		11.20		6.03		6.33			
*Will stop at Shoung Shui on notice being given to the guard at Kowloon.									
Golfers Train. Sundays and Public Holidays.									
Kowloon	8.45 a.m.		Tai Po	9.13	Shoung Shui	9.30			
Sha Tau Kok Branch.									
O U T									
Fan Ling	Dep.	6.06	8.20	12.30	3.20				
Sha Tau Kok	Arr.	7.09	9.18	1.25	4.15				
I N									
Sha Tau Kok	Dep.	7.10	9.25	1.45	5.15				
Fan Ling	Arr.	8.10	10.25	2.43	6.15				